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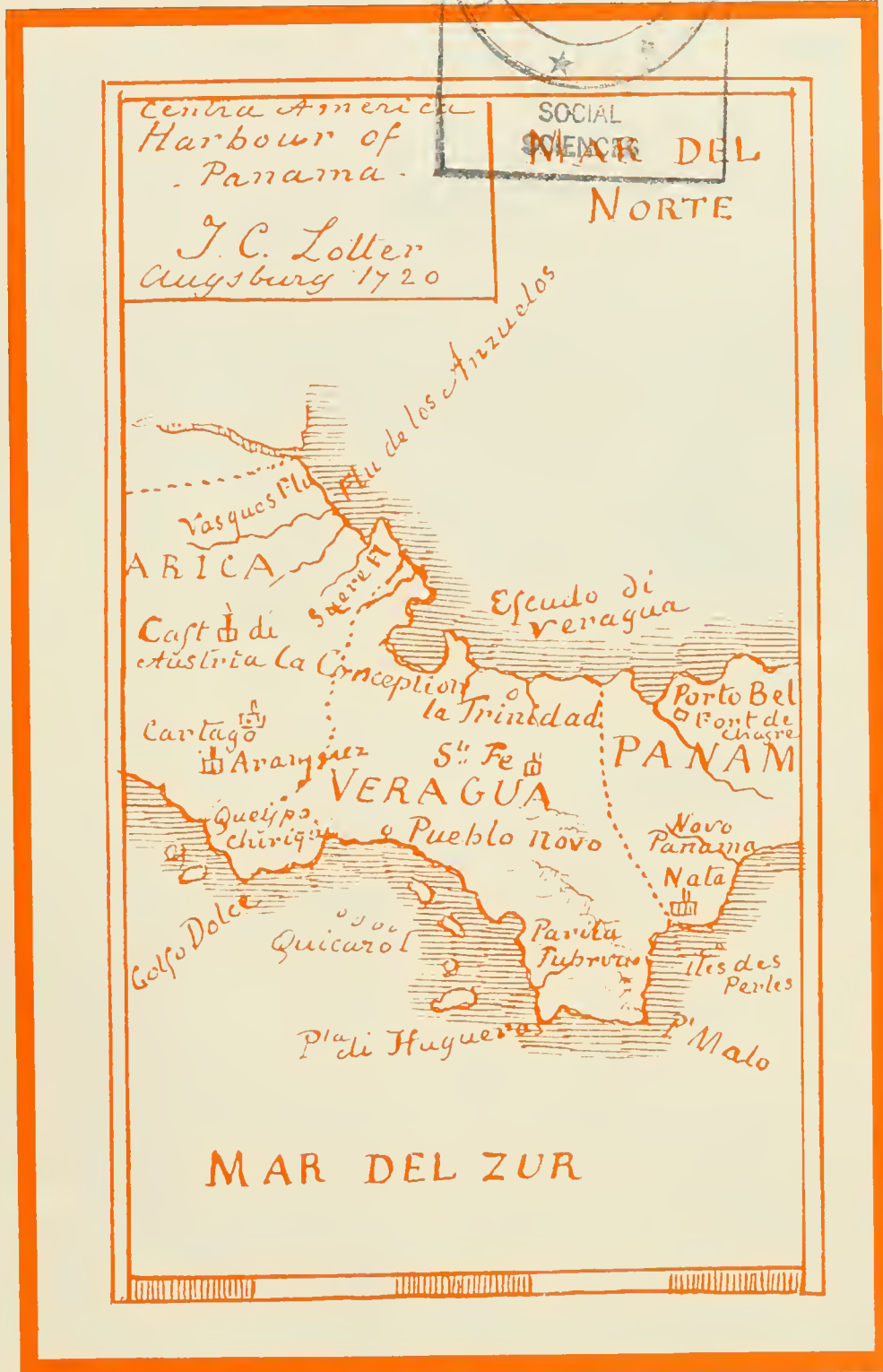


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- About Tons and Tuns
- History Through a Glass
- Wheels for the Canal

15



They Guessed It



READERS WERE invited in the January issue of *REVIEW* to indentify this scene, printed from a negative in the official files of old glass negatives. Two readers knew their Panama Canal history and identified it as the old railroad station in Panama City. The date of the picture is a little harder to establish, but it is placed at about 1890 by authorities on the subject.

Earl C. Palmer of Avenel, N.J., came up with the right answer, as did Vernon E. Sauvan of Portsmouth, Va. Writes Palmer, "I have a picture of this station from another angle. My father, C. A. Palmer, had charge of all lighting in Ancon and lived opposite the firehouse near the Tivoli Hotel. Sauvan found his clue in a book titled *"A Trip, Panama Canal"* and published in 1911. He says, "The picture is from a different angle but it appears to be a later picture of the building shown (in *THE REVIEW*)."

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About Our Cover

PARTICULARLY impressive in the Panama Collection of the Canal Zone Library is the collection of old maps, one of which is reproduced as *THE REVIEW* cover this month.

More than 160 maps make up the collection and the library has original lithographs on many of them. The work of cartographers from over the world is represented and the work goes back several centuries. The main body of the maps cover the exploration and colonization of the Isthmus and the construction of the railroad and Panama Canal.

Many names settled on Isthmus areas hundreds of years ago would not be recognized today. Others have stood the test of time, among them the Darien designation. Though the maps are principally of the New World, many of them include parts or all of the world known to the mapmakers who drew them.

The relation of land mass sizes and proportion is often distorted in most of the earlier maps, drawn when cartography was beginning as a science. Yet the results in many cases, considering the lack of modern equipment, is astoundingly accurate.

Selected for the cover is a map made by Tobias Conradus Lotter. It depicts the harbor of Panama in "Centra America" and was drawn by him in Augsburg, Germany in 1720. The original is now in the British Museum.



Dr. James H. Johnson, of the Canal Zone College Language Department teaches language class aided by the electronic tape recorder.

MACHINES THAT TALK BACK

ON THE THIRD FLOOR of the Canal Zone College building, there is a room literally wired for sound.

It is not a listening post for the secret service nor a projection room for a motion-picture theater. It is a working example of how modern science is being used to solve language problems dating back to the Tower of Babel.

In other words—it is a language laboratory or a modern electronic classroom where students come to learn new languages by speaking.

The College laboratory is the first to be installed in the Canal Zone by the Division of Schools. But two more are to be provided soon—one in Balboa and the other in Cristobal High Schools. A language laboratory also will be installed in the new Curundu Junior High School.

Contracts for their installation have been awarded to W. A. Rogers, a local contractor, and they should be ready for use when the school term begins next September.

The high school language laboratories, which will be almost identical with the one at the college, can accommodate approximately 30 pupils sitting in individual booths with the teacher monitoring the lessons from a control desk or console in the front of the class.

The booths are soundproof, each equipped with magnetic tape recorder, microphone, and earphones. The student hears the language as recorded by native speakers and repeats portions of the lesson, recording his own voice on tape. The student can play back the tape to compare his voice with the lesson.

One day recently, Dr. James H. Johnson, head of the College

Language Department, supervised a group of advanced students who were studying their parts in a Spanish language drama which they plan to produce later this year.

The students spoke their parts by reading from the script, into the microphones on their desks; they then listened to their own voices in a playback of the tape. Meanwhile Dr. Johnson monitored the recitations by tuning in on each student and made corrections or suggestions as necessary.

Since these were advanced students, there was little need for correction on the part of the teacher in charge but the students had what they needed most—continuous practice in comparative privacy at a pace they could set for themselves.

Dr. Johnson said that the system worked well with other students who were learning a language or were in the intermediate stage. It permitted him to transmit one or more lessons to selected sections of the class and freed him for individual attention to each student while other students continued to work. It was even possible, he said, to teach two or more languages in the same room at the same time.

At the college laboratory, Spanish, French, German, and Russian can be taught. There are master tapes on hand for all grades of students in nearly all of these languages and a similar arrangement will be made in the high schools.

The language laboratory is more of a controversial practice area. It is combined with the traditional classroom work and textbooks and sometimes with films and other visual aids. Usually there are 2 days of laboratory combined with 3 days of regular classroom work.

Their Voices Help Others to Read



Linda Fussell, who speaks fluent Spanish, operates the tape recorder on which the Balboa High School Future Teachers of America Club is making talking books for Palo Seco blind patients. She will read articles and books in Spanish for the Spanish speaking patients.

Balboa High School students taking part in operation "talking book," by which they are recording articles and books for blind patients at Palo Seco Hospital. From left: Mary Cooper, Eve Stephan, Carol Bryson, Mary Redding, Lois Finlason, Beverly Brown, Betsy Brown, and Betty Anderson. Seated at recorder is Linda Fussell.

FAVORITE PEOPLE with the blind patients at Palo Seco Hospitals these days are a group of Balboa High School students who belong to the Future Teachers of America Club.

The project, which has put the high school future teachers at the top of the popularity list with the Palo Seco patients, is the tape recording of articles from magazines and even full length books.

The students take turns reading from books and each selects articles from magazines which they feel will be of interest to the blind patients.

The first batch of tape recordings was greeted with enthusiasm by the Palo Seco inmates who immediately showed a preference for the reading material read by the high school students to that brought in on records as "talking books."

"We want the books read by the children," one elderly patient told the hospital supervisors.

Following a visit made in early April by the students, the patients made a list of the type of reading material they would like and arrangements were made to tape articles in the Spanish language also.

The project was first suggested by John R. Thompson, Hospital Administrative Officer at Palo Seco. The students were enthusiastic and so was Future Teachers of America Club sponsor Mrs. Ruby Bissett.

Approximately 22 members of the Club have volunteered to give their spare time to the making of tape recordings. The first 11 tapes are 1 hour each in length. The six students are now making 2-hour tapes. Books will be much longer.





Adrian Bouche, Jr. examining and evaluating some of the thousands of historic glass slides.

He Views Canal History Through a Looking Glass

"DIGGING THROUGH the files" is usually a figure of speech. But not for Adrian M. Bouche, Jr., a marine traffic controller at the Balboa Port Captain's office, and Mrs. Ruth Stuhl of the Isthmian Historical Society, who have an intense interest in Panama Canal history and who have been digging, figuratively and literally, through the dust of 8 decades to bring order to the Canal organization's collection of its earliest photographic records. Dust-covered envelopes hold the glass negatives that date back to about 1885. And there are approximately 16,000 glass negatives

that, in themselves, represent a photographic history of the Canal's beginning.

Mr. Bouche estimates that the glass negatives, as a whole, weigh about 8 tons. If stacked one on top of the other they would be 84 feet high, or 25 feet higher than the Goethals Monument, which is a mere 59 feet, 5 inches. And if placed end to end, the glass slides would reach 30.3 miles across the Isthmus of Panama, some 13 miles short of spanning the continent, ocean to ocean.

The glass plates that date back to 1885 were taken by French photographers who were with the French Canal

Company, and the Panama Canal inherited them. Despite being dirty, these 79-year-old plates are in excellent condition, says Mr. Bouche.

The first official Panama Canal photographer was Ernest (Red) Hallen and he was succeeded by Manuel Smith, who now is with the Panama Canal Meteorological and Hydrographic Branch and then Clyde LeClair. Their work, also, is represented in the glass slides Mr. Bouche is screening and cataloging.

Some of Mr. Bouche's earliest memories are connected with the Panama

(See p. 12)

Motor Transport: Geared to Keep Canal Operations On the Road



This modern "Corral" at Ancon, shown in this aerial view, is the heart of the Motor Transportation Division's operation. Much of the area is devoted to repair work.



An ice delivery wagon in front of the cold storage plant at Cristobal in 1910. Mule power was at its height in this era, when more than 500 were used in Canal building.



Félix González, shown repairing a forklift in the division's sub shop at pier 18 in Balboa.

PANAMA CANAL operations, however closely geared to traffic by water, are dependent in a big way on wheels. Keeping those wheels well oiled, running smoothly, and on time is the job done by the Motor Transportation Division.

In the early days, the wheels needed a horse or mule in front to pull, and the building of the Canal and its supporting operations owes a great debt to the muscle of hundreds of beasts that labored day after day with the men who cut the waterway through the jungle.

Today, the efficiency of the operation still might offer a respectful tip of the hat to horsepower, but of a different kind. The transportation problems have not changed half so drastically as the methods and equipment now used to solve them.

At the Ancon Corral, named after its original function of housing horses and mules, a fleet of modern trucks and cars are quartered. From there and the Mount Hope Corral they are sent out on hundreds of specialized missions under the direction of Superintendent of the division Roger W. Adams. Everything from schoolchildren to paper clips is cargo and its movement plays a vital part in the lives of everyone in the Canal Zone.

Early records show that at the height of animal transportation, 639 animals were housed in 12 corrals. Of these, 500 were mules, 139 horses. And that total didn't include 136 privately owned horses. Today, 575 vehicles from sedans to 80-ton tractor trailers, do the work. They haul garbage, gasoline, people, and supplies. Even a shrimp boat was on the cargo list in 1963.

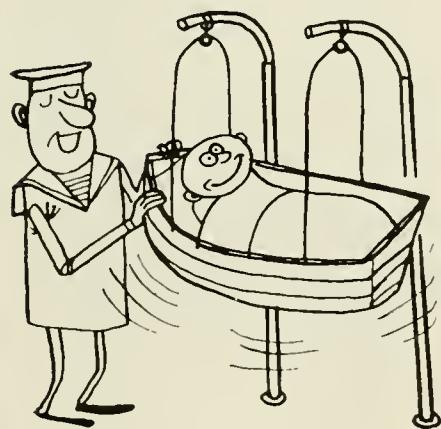
Thoroughly mechanized now, the title of this organization was, until 1943, the Animal and Motor Transportation Division, and the last watering trough was removed in 1962.

Its 470 personnel are divided into various functions and serve both on the Atlantic and Pacific sides of the Canal. Behind the scenes are the skilled mechanics and technicians. They use the most modern and efficient equipment to keep the fleet rolling. Among

their duties are the repair and maintenance of equipment used for construction, grounds maintenance, firefighting, materials handling and police work. Their job also is to overhaul and maintain trucks and cars and the work done by them is recognized as the finest. An apprenticeship program guarantees that this quality will be upheld in the future.

Seen by most Zone residents are the drivers. They have been trained in safety and proper driving habits and, of course, courtesy on the road. Other employees backstop the operation with planning, administration, and scheduling. Activities include the inspection of cars, providing wrecker service, limited commercial repair work, recapping tires, administration of the public bus system (which is privately owned) and operation of a training program.

These figures will give you a good idea of the workload handled by the division in a single year: Cars and trucks logged 7,207,000 miles, hauled 2,326 children each schoolday, carried countless thousands of tons of supplies and 3,599,721 gallons of diesel fuel. Without a fuss, the division continues to provide the wheels that help the Canal organization to meet its ever increasing responsibility to world trade.



One of the first of the fleet of trucks in the Canal Zone. This snappy model shows a material foreman and driver in a pre-1920 model. The fleet grew rapidly after that.



This was the fleet of Supply Department motorized section in 1918. In background is the Administration Building, but without the surrounding growth of trees that graces it today.



Repairing a Caterpillar tractor at the Ancon garage, from left, Carlos C. Segreda, Alfred M. Spence, and Milton H. Wright. The shop can handle jobs of any size.

WHERE THE ARE ALWAYS

WHEN YOU'RE FISHING in the Panama area, all the big ones don't get away. And there are plenty of big ones. In fact, 17 world records have been established in Panama waters, 12 by men and 5 by women.

Of the 12 male records, 4 are held by Jack D. Wagner, an FAA employee in the Zone. An avid angler, Wagner's four records are all for sawfish, but with different lines. In addition to his world record catch of 890½ ponuds, a record both for the all-tackle category and the 80-pound line category, Wagner holds the 30- and 50-pound line world records.

When it comes to hauling in the record breakers, the ladies can forget the old adage that brands them as the weaker sex. Especially Mrs Helen Robinson, a Key West, Fla. resident. Three of the five records held by women were fish weighed

For the Record

RECORDS (Men)

Species	Weight (Pounds)	Length	Where Caught	Date	Caught by
ALL-TACKLE					
SAWFISH	890½	16' 1"	Fort Amador, C.Z.	May 26, 1960	Jack D. Wagner.
SNOOK	50½	4' 7"	Gatun Spillway, C.Z.	January 2, 1944	J. W. Anderson.
12-lb. LINE					
AMBERJACK	70	4' 8"	Piñas Bay, Panama	December 29, 1956	Wilbert Harborn.
SAILFISH (Pacific)	159	9' 11"	Piñas Bay, Panama	July 23, 1957	J. Frank Baxter.
30-lb. LINE					
BASS (Giant Sea)	277	6'	Perlas Islands, Panama	March 1, 1957	Edward W. Gorham.
MARLIN (Pacific Blue)	150	8' 10"	Piñas Bay, Panama	September 18, 1959	J. Lee Cuddy.
SAWFISH	664	14' 1½"	Piñas Bay, Panama	February 2, 1961	Jack D. Wagner.
50-lb. LINE					
MARLIN (Silver)	209	8' 9"	Piñas Bay, Panama	March 17, 1954	S. L. Torian.
SAWFISH	721	15' 5"	Fort Amador, C.Z.	February 6, 1960	Jack D. Wagner.
80-lb. LINE					
MARLIN (Silver)	466	12' 3½"	Cocos Point, Panama	November 28, 1958	Paul M. Fletcher.
SAWFISH	890½	16' 1"	Fort Amador, C.Z.	May 26, 1960	Jack D. Wagner.
130-lb. LINE					
SNOOK	50½	4' 7"	Gatun Spillway, C.Z.	January 2, 1944	J. W. Anderson.

RECORDS (Women)

ALL-TACKLE					
AMBERJACK	106½	5' 5"	Piñas Bay, Panama	July 9, 1960	Helen Robinson.
80-lb. LINE					
AMBERJACK	106½	5' 5"	Piñas Bay, Panama	July 9, 1960	Helen Robinson.
MARLIN (Black)	796	13' 1"	Piñas Bay, Panama	August 16, 1961	Helen Robinson.
130-lb. LINE					
AMBERJACK	81	5' 2"	Piñas Bay, Panama	February 13, 1960	Mildred Warden.
SAILFISH (Pacific)	116	7' 10½"	Panama Bay, Panama	May 12, 1955	Velma A. Burkhart.

BIG ONES IS BITING

in by her, including a 796-pound black marlin. Mrs. Robinson comes each year to the Panama area, where she and her husband enjoy big game fishing.

One of the most prized catches locally is the corbina, known for its excellence on the dinner table. Other local favorites of the smaller variety are bonita, jack, wahoo, snapper, and snook.

For the more adventuresome (and muscle-bound) are the big game species, such as sailfish, sawfish, swordfish, shark, and marlin, most of which are caught out in deep water.

For all those who look forward to the weekly or monthly fishing trips, here is a chart alphabetically listing 25 of the most popular fish, when, where, and how they are caught, and what kind of meal they make, and a second chart listing record catches in local waters.



Angler's Guide

Species	Time Caught	Food Value	Bait	Where Caught	Weight (Pounds)
AMBERJACK	All year	E	Troll, jig, artificial lures, cut bait	Offshore reefs, around wrecks	10-100
BARRACUDA	All year	G	Weighted spoon, plugs, feathers	Reefs, surf, bays	45-115
BASS (Giant Sea)	All year	G	Live bait, trolling	Deep water	up to 300
BONITA	Spring/summer	N	Feathers, trolling	Deep water, outer reefs	2-3
CORBINA	Spring	E	Cast, jig, lures	Reefs, deep water, rocky area	2-10
DOLPHIN	All year	G	Trolling, tackle, cut or whole bait, feathers	Warm blue waters near surface	10-30
GROUPE	All year	G	Jig, artificial lures	Keys, reefs, rocks, inlets	10-50
JACK	All year	F	Trolling, jig, artificial lures, cut bait	Shore lines, bays, channels, reefs, surf	5-35
JEWFISH	All year	E	Large cut bait	In and off shore, near rocks, in holes	100-300
KINGFISH	All year	E	Weighted spoon, feathers	Outside breakwater in clear water	up to 45
MACKEREL	Oct.-Mar.	G	Feathers, trolling	Deep water, outer reefs	5-10
MARLIN (Black)	All year	E	Trolling, whole bonita, cut bait, rod & reel	Deep sea	250-450
MARLIN (Pacific Blue)	All year	G	Trolling, cut bait, rod & reel	Deep sea	250-450
MARLIN (Striped)	All year	G	Trolling, cut bait, rod & reel	Deep sea	100-250
POMPANO	All year	E	Fly, plug, feathers	Close to shore, beaches, inlets, shallow lagoons	5-15
ROOSTERFISH	All year	E	Cut bait, feathers	Near islands and rocky areas	5-6
SAILFISH	All year	G	Trolling, light tackle, rod & reel, cut bait	Deep sea	80-120
SAWFISH	All year	N	Spinning rod, lures, live or dead bait	Shallow water, mouths of rivers	up to 1000+
SHARK	All year	N	Almost anything	Tropical and temperate oceans	25-1000+
SNAPPER	All year	E	Spinning rod, lures, live or dead bait	Outer reefs, ledges, wrecks	5-35
SNOOK	All year	E	Trolling, cast, artificial bait	Shallow water	3-10
SWORDFISH	July-Sept.	E	Live bait	Deep water	300
TARPON	All year	N	Rod & reel, artificial lures, plugs	Salt water, canals, bridges	100-150
TUNA	Spring	G	Trolling, jig, cut bait, feathers	Deep water, outer reefs	2-5
WAHOO	All year	E	Trolling, artificial lures, cut bait	Near surface, open water, reefs	10-40

A POUND IS A POUND, BUT A TON IS A MUCH MORE WEIGHTY MATTER

A TON IS a ton is a ton. But not always. It may be a tun or even a Panama Canal net ton.

Panama Canal employees, especially admeasurers and others connected with shipping, do business with all kinds of tons and even handle a tun or two now and then.

But to the average person, who is unfamiliar with nautical or shipping terms, a discussion of long tons, short tons, metric tons, gross, net, displacement and deadweight tonnage and of

Measuring Cargo, Space, Is Complex

course, Panama Canal gross and net tonnage, will leave him all at sea.

In an article written some years ago, Elmer Stetler, former Chief Admeasurer in Balboa, said that the layman could

be lost in a maze and figuratively buried under tons. Tonnage he said, just grew like Topsy and could not be explained logically. It was subject to the vagaries of countries, ship owners, merchants and tax laws.

From the historical standpoint, measurement of ships is only about 100 years old. Prior to 1854, only the crudest and loosely approximate methods were used. The formulation of the Panama Canal rules of measurement drawn up by Prof. Emory R. Johnson in 1912 he called



Unloading cargo at the docks at Balboa. Today there are standard measuring systems that have evolved from traders who handled cargo hundreds of years ago, and these are used to tell the capacities of ships. Still, various measuring systems are in use around the world.



Will this cargo be measured in tons, long tons, net tons, or how? It all depends on what system is used and in what part of the world the measuring is being done.

the greatest milepost in measurement history.

The excellence of the system devised by Professor Johnson is demonstrated by the fact that the average ratio of the weight of the cargo carried in long tons through the Panama Canal is almost equal to the space tons or Panama Canal net tonnage of the vessels carrying this cargo.

The Johnson system was based mainly on determining the earning capacity of a vessel with 1 ton for each 100 cubic feet of enclosed revenue producing space. The system of calling 100 cubic feet a gross ton was devised by George Moorsom, an Englishman commissioned in 1854 by the British Board of Trade to devise rules to cover the measurement of ships scientifically.

During the middle ages the volume of ships was measured by a unit called a "ton" in some parts of Europe and by a "last" in others.

The word ton originally did not appear to have expressed weight. It was

derived from the old English word "tun" which dates back to the Latin of early middle ages where the word "tunna" occurs, meaning barrel. And the barrel was used to carry wine.

According to Stetler, the transport of wine had a great influence on the origin of tonnage for in that trade only cargoes of one description of goods occurred. The weight per unit space of wine barrels required that a vessel have its entire hold filled with them in order to navigate safely.

In 1423 King Henry V of England decreed that wine should be in "tuns" of less than 252 gallons. Later, when trade expanded to the point that it became necessary to have an adequate measure of weight a vessel would lift as well as volume, a tun became a measure of weight of roughly 2,240 pounds.

The "last" was a measure of weight adapted especially for the carriage of corn in the north of Europe. Originally the weight which would be transported by a wagon drawn by four horses or on two carts drawn by two horses, it was often estimated at 4,000 pounds.

There was also the "keel" which originally was a flat bottomed boat used to transport coal on the River Tyne to Newcastle. It was decreed in 1422 that keels should have the portage of

20 "chaldrons" corresponding to eight "waggon" with a capacity of 126 cubic feet. This is now equivalent to 21.2 long tons.

Then there is the displacement ton which has evolved as a unit approximately equal to the volume of a long ton weight of sea water or 35 cubic feet. And the measurement or freight ton, a unit of volume for cargo freight usually reckoned at 40 cubic feet.

These are only a few of the units of measurement used by commerce and shipping in the past and are still kept in use in modern times. The method by which ships are measured at the Panama Canal is as close an approximation to the actual net available cargo and passenger space as is possible to determine and was the first scientific exact system evolved that made the term "net tonnage" mean something, Stetler said.

But, he said, if past commercial growth compelled the retirement of such approximate standards of measure as "tuns of wine," "waggon" of corn" etc., it is not too much to expect that refinements will be made in the future to the present tonnage laws which are the outgrowth of such crude units. They will become more exact and practical for the new type of ships now being developed for special purposes.



Cargo carried by these ships through the Panama Canal is measured in Panama Canal net tons, a system that introduced new standards into measurement of cargo and space.

CANAL HISTORY

50 Years Ago

THE ISTHMIAN Canal Commission, under which the Canal was constructed, ceased to exist March 31, 1914, and was succeeded by The Panama Canal, a new organization established effective April 1, 1914, by authority of an Executive Order. The following departments were part of the new organization: Operation and Maintenance, Purchasing, Supply, Accounting, Health, Executive Office, and a Panama Canal Washington Office. The Panama Railroad was to be operated as if it were division of the Department of Operation and Maintenance.

The new electric towing locomotives were used for the first time for handling vessels through the locks when on April 1, 1914, they towed the launch *Balboa* and two other pieces of floating equipment through the west flight of Gatun Locks from the lake to the Atlantic entrance of the Canal channel. The transit took 1 hour and 17 minutes.

A committee was appointed to submit recommendations regarding the most practical plan for reconstruction of Ancon Hospital on a permanent basis. The Health Director submitted a general plan calling for the construction of concrete buildings with tile roofs and floors, with ward buildings of two stories, with the administrative features concentrated in one building.

25 Years Ago

AS WORLD WAR II loomed closer in Europe 25 years ago this month, the mighty U.S. Fleet was suddenly ordered to return to the Pacific Ocean following maneuvers held in the Atlantic. The 120-ship fleet arrived at the Panama Canal at the end of April and started transit shortly afterwards.

Closing of the Panama Canal to the ships of aggressor nations was recommended in Washington, D.C., by Dr. Charles Fenwick, Professor of International Law at Bryn Mawr College who testified before the House Foreign Affairs Committee regarding U.S. neutrality legislation.

Assistant Secretary of War Louis Johnson transmitted to the House of Representatives a draft of a bill authorizing an appropriation not to exceed \$1,500,000 for the paving, in cooperation with Panama, of the Panama National Highway outside the Canal Zone between Chorrera and Rio Hato as a U.S. defense highway.

The SS *Panama*, first of the three new passenger cargo liners constructed in Quincy, Mass. for the New York-Cristobal service of the Panama Railroad Steamship Line, completed her trials off Rockland, Maine and sailed from New York the last part of April on her maiden voyage to Panama.

10 Years Ago

A GROUP of expert engineers from the United States came to the Canal Zone 10 years ago to assist Panama Canal engineers in making a full examination of a crack in the rock ledge at the top and near the edge of Contractors' Hill on the west bank of Gaillard Cut. The crack had been developing since 1938 and had a potential of causing a slide which would block the waterway.

The old name "Panama Canal Clubhouse" became a thing of the past as the Clubhouse Division became known officially as the Service Center Division and the individual Clubhouses became Service Centers. It was believed that the new name would more properly describe the services offered by the Clubhouse units and would eliminate confusion arising between Canal Clubhouses and Armed Forces service units such as officers' clubs.

An earthquake strong enough to awaken a number of Isthmian residents was recorded on the Balboa Heights seismograph in April 1954. The epicenter of the temblor was estimated at about 150 miles from Balboa Heights.

One Year Ago

BRIG. GEN. W. P. LEBER, former Lieutenant Governor of the Canal Zone and Mrs. Leber, both received the Order of Vasco Núñez de Balboa, one of Pana-

ma's highest honors, 1 year ago this month. The ceremony took place in the Presidential Palace in Panama shortly before General Leber left the Isthmus for his new post in Cincinnati.

Col. David S. Parker, who succeeded General Leber as Lieutenant Governor, signed his oath of office after being sworn into his new position.

The 3-month overhaul at Miraflores Locks was brought to a close last April and both the east and west lanes resumed full operation. The work was completed on schedule.

Views Canal History Through Looking Glass (Continued from p. 5)

Canal's photo studio. Accompanying his grandfather, who was a construction-days worker, he remembers climbing a circular stairway to the top of the Administration Building rotunda to the studio there. That's where license and identification pictures were taken, and when 8 x 10 prints were 15-20¢ each.

The glass slides originally were stored in the attic of the Administration Building. They were moved to Diablo when the official photographer's studio was moved to that townsite from the Administration Building attic. Another move brought the official photographer, his files—and the glass slides—back to the Administration Building. Being glass, some suffered the consequences of the various moves.

Mr. Bouche who, of course, had known of the existence of the glass slides for years, volunteered to sort and catalog them—on his own time, after working hours. The idea is to go through the envelopes containing the
(See p. 15)

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
MARCH



CASES

'64 282
'63 261(13)
YEAR TO DATE 762 771(36)



CASES

'64 23
'63 20(7)
48(9)



DAYS ABSENT

'64 445
'63 1328(991)
673 1599(998)

() Locks Overhaul Injuries included in total.

ANNIVERSARIES

(On the basis of total Federal Service)

SUPPLY AND COMMUNITY SERVICE BUREAU

Alejandro D. Wesley
General Supply Clerk

MARINE BUREAU

Leopold H. Anderson
Motor Launch Captain
Samuel E. Taylor
Clerk

COMPTROLLERS OFFICE

William C. Grimes
Auditor

MARINE BUREAU

Stanley H. Davis
Seaman
Casper Henry
Seaman
Albert F. Pate
Control House Operator

TRANSPORTATION AND TERMINALS BUREAU

Wilfred A. Boland
Automotive Equipment
Serviceman
Maximiliano Julio
Painter (Maintenance)
Gustave A. Moller
Truck Driver (Heavy Trailer)
Nathaniel Stephens
Truck Driver (Heavy)

SUPPLY AND COMMUNITY SERVICE BUREAU

Charles T. Hedman
Service Center Supervisor
George Kellman
Clerk

ENGINEERING AND CONSTRUCTION BUREAU

Herby Archibold
Painter
Roger L. Deakins
Chief, Power Plant
(Diesel or Gas Turbines)
Felipe Fula
Fireman (Floating Plant)
Claudius Z. Gayle
Maintenance man
(Transmission Lines)
Eleuterio Labalsa
Laborer (Cleaner)
Ruben Skeete
Quarryman
Hubert F. Williams
Seaman

ADMINISTRATIVE SERVICES DIVISION

Francis A. Cutkelvin
File Clerk
Lloyd Pinder
Mail Clerk

SUPPLY AND COMMUNITY SERVICE BUREAU

Luis Adames
Grounds Maintenance
Equipment Operator
(Small)

Margarito Castillo
Laborer (Heavy)

Enid E. Herbert
Utility Worker

Marium M. White
General Supply Assistant
(Typing)

Ralph E. Holder
Leader Laborer (Heavy)

Luis H. González
Laborer (Heavy)

Horacio González
Grounds Maintenance
Equipment Operator
(Small)

Hezekiah A. Gordon
Waiter

Aurelio Guzmán
High Lift Truck Operator
(Cold Storage)

Rosa M. Kirven
Sales Clerk

Mary A. Minto
Maid

Joseph Richards
Leader High Lift Truck
Operator

MARINE BUREAU

Sielsus Bryan
Launch Operator
Raúl Chicas
Boatman
Walter C. Cole
Pilot
C. J. Gundersen
Pilot
Félix A. Julienne
Chauffeur
Esrom Livingston
Seaman
Ivan Augustus Miles
Line Handler (Deckhand)
Horace L. Morgan
Helper Lock Operator
José D. Regalado
Line Handler (Deckhand)
James A. Russell
Lock Operator (Machinist)
George C. Scheibe
General Foreman (Lock
Operations)
Cornelio Trotman
Painter
Sinico Hall
Helper Machinist
Claribert A. Warren
Motor Launch Captain
N. F. Whitfield
Painter

James M. Zelsman
Leader Lock Operator
(Machinist)

ENGINEERING AND CONSTRUCTION BUREAU

Carmine Ammirati
Lead Foreman Plasterer
Tile and Block Setter
Walter W. Carlson
Lead Foreman
(Barge Maintenance)
Alejandro Flores
Boatman
Luis González
Helper Painter
Lisle E. Gorham
Central Office Repairman
George F. Reichel
Chief Engineer, Towboat

TRANSPORTATION AND TERMINALS BUREAU

José Barraza
Tire Rebuilder
John Fisher
Boiler Tender
Euclides Mayorga
Line Handler
M. L. McCullough
Motor Transportation
Operations Officer
Moses N. Raymond
Painter (Maintenance)
Hopeton G. Taylor
Leader (Ship Stevedoring)

CIVIL AFFAIRS BUREAU

Obrien L. Barnett
Laborer (Cleaner)
Santos D. Hidalgo
Laborer (Cleaner)
Ellen E. Johnson
Clerk-Typist
Genevieve P. Long
Teacher (Elementary,
U.S. Schools)

HEALTH BUREAU

Helen J. S. Bellinger
Staff Nurse (Tuberculosis)
Martin J. De Silva
Nursing Assistant
(Medicine and Surgery)
Reginald L. Esteban
Nursing Assistant
(Psychiatry)
Desiderio González
Nursing Assistant
(Medicine and Surgery)
Eloise M. Murphy
Accounting Clerk
Joffre R. Sauvageau
Nurse Anesthetist
Celedonio Vergara
Cook

PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between February 5 and April 5, 1964 (within-grade promotions and job reclassifications are not listed):

ADMINISTRATIVE SERVICES DIVISION

William E. Burns, from Supervisory Photographer to Visual Information Specialist (Chief, Graphic Branch).

Henry A. Thousand, Messenger to Mail Clerk.

OFFICE OF GENERAL COUNSEL

Lillian B. Clarke, from Administrative Services Division to Clerk-Stenographer, Office of General Counsel.

CIVIL AFFAIRS BUREAU

Francis A. Castles, Assistant Superintendent U.S. Schools to Director of Schools.

Allison F. Goddard, Mary L. Knapp, Substitute Teachers to Teachers (U.S. Schools; Junior High).

Martha J. Hamilton, Marilyn W. Holquist, Doris M. Hunt, Substitute Teachers to Teachers (U.S. Schools; Elementary).

Elsie G. de Vega, Substitute Teacher to Teacher (U.S. School; Senior High).

Claudia M. Lawton, Clerk-Typist to Clerk-Stenographer.

Joseph A. Forde, Laborer (Heavy) to Maintenanceman.

Norman P. Sherwood, Laborer (Heavy) to Dressing-Room Attendant.

Police Division

Jack C. Sutherland, Police Sergeant to Police Lieutenant.

George H. Seoggin, Canal Zone Guide (Interpreter) to Police Private.

William R. Thrift, Window Clerk, Postal Division, to Police Private.

Postal Division

Richard C. Hogan, Finance Branch Superintendent to Relief Supervisor, Cristobal.

James E. Harrell, Clerk-in-Charge, Window Services, to Finance Branch Superintendent, Rodman.

Frank P. Sullivan, Relief Supervisor, Balboa to Finance Branch Superintendent, Cristobal.

John F. Martin, Window Clerk to Relief Supervisor, Balboa.

Roy M. Walther, Window Clerk to Finance Branch Superintendent, Balboa.

Donald W. Mullins, Signalman, Navigation Division, to Distribution Clerk, Substitute, Balboa.

James L. Harding, Library Assistant to Window Clerk, Substitute.

Herman E. Singh, Clerk, Customs Division, to Window Clerk, Substitute.

Edgar R. Ellis, Truck Driver to Distribution Clerk, Substitute.

ENGINEERING AND CONSTRUCTION BUREAU

Gil Valiente, Railroad Trackman, Railroad Division to Laborer, Engineering Division.

Electrical Division

William H. Edmondson, General Foreman (Electrical Systems Maintenance) to Supervisory Electronic Engineer (Electromagnetics).

Harland V. Howard, Electrical Engineer (Utilization) to Supervisory (Generation and Transmission Power System).

George W. Wertz, General Foreman (Marine Electrical) to Chief Foreman (Electrical Installation and Maintenance).

Austin E. Salter, Lead Foreman (Marine Electrical) to General Foreman Electrician, Cristobal.

Ewald A. Wiberg, Electronics Mechanic to Electronic Technician (General).

Electrical Division

Jeanne S. Garcia, Clerk-Typist to Accounts Maintenance Clerk (Typing).

Paul E. Ackerman, Electrician to Leader Electrician, Cristobal.

Robert W. Adams, Apprentice (Cable-splicer, 2d year) to Apprentice (Cable-splicer, 3d year).

Catalino Sánchez, Helper Electrician (Line-man) to Maintenanceman (Transmission Lines).

Carlos Chanis, Laborer (Cleaner), Division of Schools, to Helper Cable Splicer).

Maintenance Division

William J. Carson, Lead Foreman (Plumber) to General Foreman (Maintenance Shops).

Albert H. Plumer, Lead Foreman (Refrigeration and Air Conditioning) to General Foreman (Refrigeration and Air Conditioning Mechanic).

Roderiek N. MacDonnell, Plumber to Leader Plumber.

Vernon C. Douglas, Lead Foreman (Public Works-Road Construction) to Lead Foreman (Public Works-Wharfbuilding).

John D. Mitchusson, Leader, Refrigeration and Air Conditioning, to Lead Foreman, Refrigeration and Air Conditioning Mechanic.

James P. Young, Jr., Leader Plumber to Lead Foreman (Plumber).

Mildmay C. Lamotte, Warehouseman to Clerk (Work Orders).

Eric F. Yearwood, Laborer (Heavy) to Helper Roofer.

Guy J. Alexander, Service Station Attendant to Helper, Refrigeration and Air Conditioning Mechanic.

Eric H. Brathwaite, Jr., Apprentice (Automotive Mechanic, 1st year) to Clerk.

Samuel N. Haywood, Laborer to Warehouseman.

Bienvenido Ortega, Maintenance to Carpenter.

Adrian R. Ellington, Painter (Maintenance) to Painter.

Arcadio M. Matamoros, Laboratory Helper to Pipelayer.

Mark E. Baechus, Laborer to Helper Plumber.

Adán Castillo, Leader Asphalt or Cement Worker to Leader Paver.

Kenneth R. Warner, Lead Foreman (Public Works Road Repair) to Lead Foreman (Public Works, Construction and Maintenance).

Sidney I. Brooks, Leader Laborer (Heavy) to Leader Asphalt or Cement Worker.

David S. Sinclair, Leader Asphalt or Cement Worker to Leader Cement Finisher.

Normeno Bailey, Leader Asphalt or Cement Worker to Leader Cement Finisher.

Bruce A. Codrington, Messenger to Painter.

Dredging Division

Hernán E. Barsallo, Engineering Draftsman (Mechanical) to Construction Engineering Technician (Drafting).

Franklin S. Stabler, Clerk to Guard Supervisor.

Klaus Reichert, Launch Captain to Master, Small Tug.

Humberto Camarena, Seaman to Oiler (Floating Plant).

Richard M. Krise, Truck Driver to Guard Supervisor.

Manuel Puga R., Laborer to Laborer (Heavy).

Charles W. Jarvis, Helper Carpenter to Carpenter (Maintenance).

Eugenio Navarro, Luis Toribio, Laborer to Laborer (Heavy).

José I. Abrego, Laborer (Cleaner) to Laborer (Heavy).

Escanio Santos, Laborer (Heavy) to Boatman.

HEALTH BUREAU

Coco Solo Hospital

Yvonne G. Ward, Accounting Clerk (Typing) Printing Plant to Accounting Clerk.

Mary L. Parker, Clerk-Typist, Industrial Division, to Clerk-Typist.

Palo Seco Hospital

Wilmoth L. Davis, Cook, Supply Division, to Cook, Palo Seco Hospital.

Division of Sanitation

Pastor Cháves R., Exterminator to Biological Aid.

Division of Preventive Medicine

Josephine S. Watts, Staff-Nurse (Medicine and Surgery) to Public Health Nurse.

Gorgas Hospital

Rita C. Gibbons, Assistant Director of Nursing to Director of Nursing.

Irene A. Ladrach, Nurse Supervisor (General Medical and Surgical Hospital) to Assistant Director of Nursing.

Donna M. Mahrenholz, Staff Nurse to Staff Nurse (Medicine and Surgery).

Antoinette C. Nowotny, Accounting Clerk, Supply Division to Clerk Gorgas Hospital.

George Maloney, Ward Service Aid to Nursing Assistant (Medicine and Surgery).

Wilfred M. Lynch, Food Service Worker to Hospital Food Service Worker.

Abraham Espino S., Stevedore, Terminals Division, to Hospital Attendant.

MARINE BUREAU

Navigation Division

Theophilus A. Wilson, Seaman (Launch) to Seaman.

Vivian S. Kirton, Laborer (Cleaner) to Laborer (Heavy).

Industrial Division

Dianne M. Barnes, Clerk-Typist to Clerk-Stenographer, Cristobal.

Bess B. McGloin, Clerk-Typist, Maintenance Division, to Clerk-Stenographer, Cristobal.

Samuel A. Hamilton, Laborer (Cleaner) to Guard.

Mareelino F. Gournet, Crane Hookman to Crane Hookman (Heavy).

Rudolph H. Gray, Crane Hookman to Crane Hookman (Heavy).

Locks Division

Jean G. Doekery, Time and Leave Supervisor (Typist) to Supervisory Timekeeper (Typing).

John M. Morrison, Lead Foreman (Lock Operations) to General Foreman (Lock Operations) Gatun.

Hugh C. Christie, Lead Foreman (Lock Operations) to General Foreman (Lock Operations) Gatun.

Rex V. Sellens, Leader Lock Operator (Machinist) to Lead Foreman (Lock Operations).

Richard T. Baltozer, Lock Operator (Machinist) to Leader Lock Operator (Machinist).

Glenn A. Lasher, Lock Operator (Electrician) to Leader Lock Operator (Electrician).

Jesse W. Bumby, Charles J. Peterson, Electrician to Lock Operator (Electrician).

Richard N. Phillips, Fred M. Gemmell, Machinist to Lock Operator (Machinist).

Leonard L. Miesse, Charles L. Griffin, Jr., Electrician to Lock Operator (Electrician).

Lionel A. Daniel, Maintanenceman (Rope and Wire Cable) to Leader Maintanenceman (Rope and Wire Cable).

Harold S. Gaskin, Helper Lock Operator to Leader Maintanenceman (Rope and Wire Cable).

OFFICE OF THE COMPTROLLER

Patrick F. Henry, Statistical Draftsman, Accounting Office to Visual Information Specialist, Budget and Rates Division.

Luz E. Sedda, Clerk-Stenographer, Accounting Division, to Clerk-Stenographer, Accounting Policies and Procedures Staff.

Rosanne Fulop, Clerk-Typist, Division of Preventive Medicine, to Clerk-Stenographer, Accounting Division.

James M. Morgan, Timekeeper, Dredging Division, to Time, Leave and Payroll Clerk, Payroll and Machine Accounting Branch.

SUPPLY AND COMMUNITY SERVICES

Office of the General Manager

Erich L. Reinhardt, Assistant Retail Store Manager, to General Supply Assistant.

Lynne M. Jones, Clerk-Typist to General Supply Assistant (Typing).

Supply Division

Edwin F. Rigby, General Supply Officer to General Supply Officer (Superintendent Storehouse Branch).

Elizabeth S. Coleman, Accounting Assistant to Budget and Accounting Analyst.

Edward Inness, Assistant Retail Store Manager to Assistant Commissary Store Manager.

Mario A. Pezzotti, Retail Store Department Manager (General) to Service Center Supervisor.

Harold A. Lord, High Lift Truck Operator to Crane Hookman.

Lester J. Clement, Laborer (Heavy) to High Lift Truck Operator.

Hubert A. Mason, Warehouseman to Clerk. Gilbert A. Brown, Laborer (Heavy, Cold Storage) to Warehouseman.

Eric C. Henry, Utility Worker to Laborer (Heavy, Cold Storage).

Vincent J. Carter, Laundry Worker (Heavy) to Marker and Sorter.

Inez B. Crawford, Counterwoman to Sales Clerk.

Ellen L. Barton, Assistant Baker to Baker. William A. Whittaker, Marker and Sorter to Leader Marker and Sorter.

George W. Anderson, Warehouseman to Stockman.

James Barnett, Laborer (Heavy) to Warehouseman.

(Continued from p. 12)

glass slides, evaluate and catalog the contents and determine, in the procedure, which should be retained and which are of no value to the Panama Canal. The objective is to have an album of positive plates available, from which copies may be ordered.

Sizing up the task before him, Mr. Bouche first sat down with a long sheet of yellow paper before him and set up some 69 categories that covered the sets of locks, Madden Dam, and ships. There are ships of all sorts, types, classes, and fame. Approximately 600 pictures of ships have no duplicates, and it is planned to retain these.

About seven subjects have most comprehensive coverage, he says. For instance, the Panama Canal locks. Glass negatives follow the progress of the building of the locks from the very beginnings when just brush and stakes

marked the start of an engineering achievement.

Many of the glass slides have been cannibalized. Approximately 1,250 cannot be identified absolutely for there is no title, no inkling of what they may represent.

Of the 16,000 glass negatives, says Mr. Bouche, eventually about 2,025 may be retained. He already has about 50 drawers of rejects, 250 glass negatives to a drawer, to be disposed of in a manner to be determined by the Panama Canal.

An undetermined number of the retained glass negatives will be screened and a cross-section selected to represent the Panama Canal of yesteryear.

Mr. Bouche is not cleaning the glass negatives. He just looks at each through a viewer and then inserts each in a clean envelope, with proper identification and file number.

Florencia Akins, Laborer to Laborer (Heavy).

Walter A. Clarke, Warehouseman to Stock Control Clerk.

Cecil W. Houghton, Stock Control Clerk to Supervisory Clerk.

Joseph S. Parris, Warehouseman to Truck Driver.

Melvin P. Allen, Laborer (Cleaner) to Utility Worker.

Albert Winter, Laborer (Cleaner) to Utility Worker.

COMMUNITY SERVICES DIVISION

Office of the Chief

Shirley E. Clymer, Clerk (Stenographer) to Supervisory Clerk-Typist (Stenography).

Jorge Lugardo, Laborer (Cleaner) to Laborer (Heavy).

TRANSPORTATION AND TERMINALS BUREAU

Railroad Division

Eric E. Glasgow, Marker and Sorter, Supply Division, to Clerk, Railroad Division.

Pedro Urriola, Lead Foreman High Lift Truck Operator to Lead Foreman (Materials Handling).

Edward S. W. Mendez, Clerk (Checker) to Freight Clerk.

Motor Transportation Division

Reginald W. Graham, School Bus Driver to Truck Driver (Heavy Trailer).

David A. Armstrong, Truck Driver to Guard.

Gilberto Carranza, Truck Driver to School Bus Driver.

Archibald H. Bailey, José Jones B., Geraldo A. Myrie, Truck Driver to Truck Driver (Heavy).

Aubrey D. Reefer, Augustus Lemon, Rufus A. Graves, Enrique W. Smith, Truck Driver (Heavy) to Truck Driver (Heavy Trailer).

Terminals Division

Ricardo Gordon, Laborer (Cleaner), Industrial Division, to Guard.

Ezequiel Espino G., Dock Worker to Stevedore.

Alvin C. McFarlane, Clerk (Checker) to Guard.

Ralph H. Austin, Line Handler to Leader Line Handler.

OTHERS

Francis X. Schloeder, Medical Officer (General Internal Medicine) Gorgas.

Eleanor D. Burnham, Librarian (Administration).

William R. Graham, Administrative Services Officer, Railroad Division.

William S. Wigg, Supervisory Management Technician, Administrative Services Division.

Della J. Noonan, Mail and File Supervisor, Supply Division.

Jacob C. Baker, Admeasurer, Navigation Division.

James Jones, Admeasurer, Navigation Division.

Bertha I. Frensley, Secretary (Stenography), Office of the Comptroller.

Edward H. Appin, Time, Leave, and Payroll Clerk, Payroll and Machine Accounting Branch.

Fred B. Leslie, Police Private, Police Division.

Elizabeth M. Costanzo, Management Technician, Administrative Services Division.

Leonard Aguirre, Time, Leave, and Payroll Clerk, Payroll and Machine Accounting Branch.

John G. Riley, Police Private, Police Division.

Patricia Flores, Clerk-Stenographer, Industrial Division, Cristobal.

Alexander Watt, Chief Engineer, Towboat, Dredging Division.

George F. Phillips, Master, Towboat, Dredging Division.

Hubert L. Gould, Detention Guard, Police Division.

Gaston E. Headley, Clerk, Navigation Division.

Lloyd O. Rogers, Freight Clerk, Railroad Division.

SHIPPING

Dutch Liners Sold

TWO DUTCH passenger liners, which have become well known Canal customers, will leave the round-the-world service this year and start operating next year under the house flag of Achille Lauro of Naples, Italy. They are the *Oranje* and the *Willem Ruys*, originally built as rivals on the Holland-East Indies service. The *Oranje*, built for the Nederland Line in 1939, will call at the Canal in June and July before being transferred to her new owners. The *Willem Ruys*, owned by the Rotterdam Lloyd, is due here in May and September before making her last trip in December. According to C. B. Fenton & Co., agents for the ships at the Canal, the *Oranje* will make two cruises to Australia in August and September.

The *Oranje* was built in Amsterdam and ran her trials in 1939 when she achieved a speed of 26 knots, making her the fastest motorship then in service. In 1941 she became a hospital ship for the Allies but returned to the Holland-East Indies service in 1946. When this operation was abandoned in 1958 she was reconditioned and placed on the round-the-world run from Amsterdam and Southampton to Australasia via the Panama Canal returning via the Suez Canal.

The *Willem Ruys* was built in Flushing but had not reached the launching stage when Holland was invaded. She lay incomplete until after the war. She ran her trials in November 1947, making over 24 knots and then went on the Indonesian service until, like the *Oranje*, she had to be withdrawn. With 23,114 gross tons, she has at present accommodations for 1,045 passengers.

Automated Tanker

THE FIRST successful automatic control system for the steam generating process of marine boilers is a feature of the Humble Oil and Refining Co. tanker *SS Esso Neward*, which runs through the Panama Canal between the U.S. east and west coasts with stops at Venezuela.

The system makes possible for the first time the unattended operation of a tanker fireroom. According to a report in the *Daily Commercial News and Shipping Guide*, the history-making test of the automatic system was made in February on a 10,380 mile run from Baytown, Tex. passing through the Panama

TRANSITS BY OCEANGOING VESSELS IN MARCH

	1964	1963
Commercial.....	1,077	991
U.S. Government.....	23	31
Free.....	10	8
Total.....	1,110	1,030

TOLLS*

Commercial....	\$5,484,408	\$5,085,705
U.S. Government.	106,155	155,605
Total....	\$5,590,563	\$5,241,310

CARGO**

Commercial....	6,268,912	5,609,988
U.S. Government.	67,509	113,717
Free.....	42,580	51,038
Total....	6,379,001	5,774,743

* Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.

Canal February 22, to San Francisco and return to New York.

For 29 full days, 24 hours a day, the new automatic control fired the boilers that drove the steam turbines propelling the 27,000-ton tanker through good and bad weather. Even the passage through the Panama Canal and maneuvering in port was made under automatic control. Not once during the entire trip was there need for corrections from the ship's crew. The control was developed by Peabody Engineering Corp. of New York which envisions limitless possibilities for the system.



The Holland-America Line's Rotterdam is shown passing under the Thatcher Ferry Bridge escorted by two Panama Canal tugs. The ship arrived in Balboa April 8 on the last leg of a world cruise which started in New York. She was berthed in Balboa for a day to permit her passengers to visit points of interest on the Isthmus. The Rotterdam, represented here by Pacific Ford, has been a regular visitor to the Canal during the winter cruise season.

More Ships Being Built

AN INCREASE in the world shipyard output in 1963 but a change in trends in the principal shipbuilding countries is shown in the *Lloyd's Register Annual Summary of Merchant Ships Launched in the World*. The report showed a total of 8,538,513 tons of shipping launched in 1963 or 163,759 tons more than in 1962. Distribution of orders has been uneven.

The report indicated that Japan has continued to forge ahead while Great Britain has fallen just behind West Germany. The position of both these countries is threatened by the steady advance of Sweden. Other notable changes in the list of principal shipbuilding countries are the advance of Italy from 9th to 5th place and the fall of the United States from 6th to 10th place. Japan was the largest shipbuilder with 2,367,353 tons for 1963. Other countries in order are West Germany, United Kingdom, Sweden, Italy, France, Netherlands, Norway, Denmark, United States, Yugoslavia, Poland, Spain, Finland, Belgium, and Canada.

Rice by Bulk

RICE TRAVELS through the Panama Canal in bulk these days. The initial bulk shipment, all 14,500 tons of it, arrived from the U.S. west coast early in March aboard the *SS Rice Queen*, the world's largest bulk rice carrier. It was on its way to San Juan, P.R.

UNIVERSITY OF FLORIDA



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LATIN AMERICA

